

Report of the Jacksonville Planning Department

Small-Scale Future Land Use Map Amendment – January 30, 2026

Ordinance/Application No.: 2026-008 / L-6072-25C

Property Location: 0 Port Jacksonville Parkway, at the northeast corner of Alta Drive and Port Jacksonville Parkway

Real Estate Number(s): 108450-0225

Property Acreage: 29.87 Acres

Planning District: District 6, North

City Council District: Council District 2

Applicant: Steve Diebenow, Esquire

Current Land Use: Low Density Residential (LDR)

Proposed Land Use: Light Industrial (LI) (27.47 acres)
Conservation (CSV) (2.40 acres)

Development Area: Suburban Development Area

Current Zoning: Planned Unit Development (PUD) (2014-060-E)

Proposed Zoning: Planned Unit Development (PUD)

Recommendation: ***Approve***

BACKGROUND

The 29.87-acre subject site is located at the northeast intersection of Port Jacksonville Parkway and Alta Drive. According to the City’s Functional Highway Classifications, both roads are classified as collector roadways. The site is located in Council District 2 and Planning District 6 (North), within the Suburban Area. The applicant is proposing a Future Land Use Map (FLUM) amendment to the Future Land Use Element (FLUE) of the 2045 Comprehensive Plan to amend the land use designation of the subject site from Low Density Residential (LDR) to Light Industrial (LI) (27.47 acres) and Conservation (CSV) (2.40 acres). The applicant is also proposing a companion rezoning from a Planned Unit Development (PUD) to a new PUD that is pending concurrently with this application, pursuant to Ordinance 2026-009.

The surrounding area is predominantly light industrial and residential. East of the site, along Port Jacksonville Parkway, is a large tract of land designated LI. This tract of land that abuts the subject site is within the Industrial Compatibility Zone. Uses within this area are predominantly open storage, warehouses, and distribution facilities. Directly south of the subject site is designated LDR. Farther south is a large tract of land designated High Industrial (HI) that encompasses a part of I-295 and a CSX railway. Directly north of the subject site is designated LDR. Farther north along Yellow Bluff Road consists of land designated Business Park (BP), Neighborhood Commercial (NC) and Community/General Commercial (CGC), consisting of offices as well as retail and service establishments. West of the site is a large tract of land designated LDR consisting of single-family residences.

The adjacent land use categories, zoning districts, and property uses are as follows:

North: Land Use: LDR, Neighborhood Commercial (NC), Business Park (BP), and Medium Density Residential (MDR)
Zoning: Residential Rural-Acre (RR-Acre), Residential Low Density-80 (RLD-80), Residential Low Density-90 (RLD-90), and PUD
Property Use: Single-family residential, offices, and retail and service establishments

South: Land Use: LDR
Zoning: PUD, RR-Acre, Residential Low Density-60 (RLD-60), Residential Low Density-70 (RLD-70), and Residential Low Density-100A (RLD-100A)
Property Use: Single-family residential

East: Land Use: LI
Zoning: PUD
Property Use: Warehouseing, storage, and the New Berlin Model Airplane Field

West: Land Use: LDR
Zoning: PUD, RLD-60, RR-Acre, and RLD-90
Property Use: Single-family residential

IMPACT ASSESSMENT

Potential impacts of a proposed land use map amendment have been analyzed by comparing the Development Impact Standards for the subject site's existing vs. proposed land use categories unless maximum density/intensity is noted on the Annotated FLUM or is in a site specific policy. Development Impact Standards are detailed in FLUE Policy 1.2.16, *Development Standards for Impact Assessment*. These standards produce development potentials as shown in this section.

Land Use Amendment Impact Assessment - Application Number L-6072-25C

Development Analysis (29.87 Acres)		
Development Boundary	Suburban Area	
Roadway Frontage Classification / State Road	Port Jacksonville Parkway – Collector Roadway Alta Drive – Collector Roadway	
Plans and/or Studies	North Vision Plan	
Site Utilization	Current: Vacant/Undeveloped	Proposed: Light Industrial Uses
Land Use / Zoning	Current: LDR/PUD	Proposed: LI and CSV/PUD
Development Standards for Impact Assessment	Current: 5 DU/Acre	Proposed: LI: 0.4 FAR (27.47 acres) CSV: N/A (2.40 acres)
Development Potential	Current: 149 Dwelling Units	Proposed: 478,637.28 Sq Ft
Net Increase or Decrease in Maximum Density	Decrease of 149 Dwelling Units	
Net Increase or Decrease in Potential Floor Area	Increase of 478,637.28 Sq Ft	
Population Potential	Current: 396 People	Proposed: N/A
Public Facilities Impacts		
Potential Roadway Impact	369 net dew daily trips	
Potential Public School Impact	N/A	
Water Provider	JEA	
Potential Water Impact	Decrease of 22,307 gallons per day	
Sewer Provider	JEA	
Potential Sewer Impact	Decrease of 16,730 gallons per day	
Potential Solid Waste Impact	Increase of 1,096.38 tons per year	
Environmental Features		
Aquatic Preserve	No	
Brownfields	No	
Boat Facility Siting Zone	No	
Contours/Elevations	1-25 Ft Above Sea Level	
Drainage Basin/Sub-basin	Dunn Creek/Rushing Branch and Caney Creek	
Groundwater Aquifer Recharge Area	Discharge	
Land Cover	6460: Mixed scrub-shrub wetland 6300: Wetland forested mixed 6420: Saltwater marshes 1900: Open land (urban) 6170: Mixed wetland hardwoods 4340: upland mixed coniferous/hardwood	
Recreation and Parks	Sheffield Regional Park	

Development Analysis (29.87 Acres)	
Wellhead Protection Zone	No
Coastal High Hazard Area (CHHA)	Yes – 4.75 acres
Flood Zones	Yes – AE Flood Zone (1.45 acres), AE Floodway (1.70 acres), and 0.2 Percent Chance Annual Hazard Area (X Flood Zone) (0.89 of an acre)
Soils	40: Maurepas muck, 0 to 1 percent slopes, frequently flooded 25: Kershaw, fine sand, 2 to 8 percent slopes 62: Rutledge mucky fine sand, 0 to 2 percent slopes, frequently flooded 46: Ortega fine sand, 0 to 5 percent slopes 24: Hurricane and Ridgewood soils, 0 to 5 percent slopes
Wetlands	Yes – Category I Wetlands (0.56 of an acre), Category II Wetlands (1.62 acres), and Category III Wetlands (0.13 of an acre)
Wildlife (<i>applicable to sites greater than 50 acres</i>)	N/A
Historic Features	
Archaeological Sensitivity	High and Medium
Cultural Resources	No
Historic District	No
Land Use & Zoning Features	
Industrial Preservation Area	No
Adaptation Action Area	Yes – 7.92 acres
Transportation Features	
Airport Environment Zone	No
Mass Transit Access	None
Evacuation Zone	Zone A and D

Utility Capacity

The calculations to determine the water and sewer flows contained in this report and/or this spreadsheet have been established by the City of Jacksonville Planning Department and have been adopted by JEA solely for the purpose of preparing this report and/or this spreadsheet. The method of calculating water and sewer flows in order to properly size infrastructure shall continue to be based on JEA’s Water, Sewer and Reuse for New Development Projects document (latest edition).

According to the application, the applicant intends to use JEA central water and sewer services and has provided a JEA Availability Letter, dated June 17, 2025. According to the letter, there is an existing 12-inch water main along Port Jacksonville Parkway and a 16-inch water main along Alta Drive. There is also an existing 8-inch gravity sewer main along Port Jacksonville Parkway.

Policy 1.2.8 Require new development and redevelopment in the Central Business District (CBD), Urban Priority Area (UPA), Urban Area (UA), and Suburban Area (SA) to be served by centralized wastewater collection and potable water distribution systems when centralized service is available to the site.

Development on sites located within the UPA, UA and SA are permitted where connections to centralized potable water and/or wastewater are not available subject to compliance the following provisions:

1. Single family/non-residential (estimated flows of 600 gpd or less) where the collection system of a regional utility company is not available through gravity service via a facility within a right-of-way or easement which abuts the property.
2. Non-residential (above 600 gpd) where the collection system of a regional utility company is not within 50 feet of the property.
3. Subdivision (non-residential and residential) where:
 - a. The collection system of a regional utility company is greater than 1/4 mile from the proposed subdivision.
 - b. Each lot is a minimum of 1/2 acre unsubmerged property.
 - c. Installation of dryline sewer systems shall be installed when programmed improvements are identified in the Capital Improvements Element which will make connections the JEA Collection Systems available within a five (5) year period.

Transportation

The subject site comprises approximately 29.87 acres and is located on the northeastern portion of the intersection of Alta Drive and Port Jacksonville Parkway, both of which are collector roadways. The property lies within the Suburban Area and Mobility Zone 3. The applicant is requesting a land use amendment to change the designation from Low Density Residential (LDR) to Light Industrial (LI) and Conservation (CSV) to allow for industrial development.

Comprehensive Plan Consistency:

The Trip Generation Analysis is consistent with the most recent version of the Transportation Element (TE) of the City of Jacksonville Comprehensive Plan, specifically TE Objective 2.4 and Policies 1.2.1 and 2.4.2.

Transportation Element

Objective 2.4 The City shall plan for future multi-modal transportation needs, including the need for right-of-way, in order to support future land uses shown on the Future Land Use Map series.

Policy 1.2.1 The City shall use the Institute of Transportation Engineers *Trip Generation Manual*, latest edition, to determine the number of trips

to be produced or attracted to a particular land use when assessing a traffic impact.

Policy 2.4.2 The City shall amend the adopted Comprehensive Plan to incorporate the data and analysis generated by a periodic regional transportation model and study and facilitate the implementation of the study recommendations.

Trip Generation Estimation:

Table A provides the daily trip generation comparison between the current and proposed comprehensive plan land uses and the potential transportation impacts on the roadway network. The current LDR land use would result in 1,354 daily trips. If the land use is amended to allow for this proposed LI development, this will result in 1,723 daily trips.

Transportation Planning Division RECOMMENDS the following:

The difference in daily trips for the proposed land use amendment is 369 net new daily trips when compared to the existing land use. The Transportation Planning Division recommends ongoing coordination with the City of Jacksonville Traffic Engineer to determine whether a traffic operational analysis will be required to evaluate potential site-specific impacts.

Table A
Trip Generation Estimation Scenarios

Current Land Use Scenario	ITE Land Use Code	Potential Number of Units / SF	Estimation Method	Daily Trips
LDR	210	149 DUs	T = 9.09 (X)	1,354
			Total Trips for Existing Land Use	1,354
Proposed Land Use Scenario	ITE Land Use Code	Potential Number of Units / SF	Estimation Method	Daily Trips
LI	110	478,637 SF	T = 3.60 (X) / 1000	1,723
			Total Trips for Proposed Land Use Scenario	1,723
			Scenario Difference in Daily Trips	369

Source: Trip Generation Manual, 12th Edition, Institute of Transportation Engineers (ITE)

Archaeological Sensitivity

According to the Duval County Archaeological Predictive Model, the subject property is located within an area of medium and high sensitivity for the presence of archaeological resources. Projects that move forward through the Site Review process may be required to perform a Professional Archaeological Reconnaissance Survey. If archaeological resources are found during future development/redevelopment of the site, Section 654.122 of the Code of Subdivision Regulations should be followed.

Historic Preservation Element

Policy 1.2.2 The City shall continue to review new development for the potential of archeologically significant sites. The City shall utilize the most current version of the Archeological Sensitivity Predictive Model to identify areas of high probability for artifact concentrations.

Policy 1.2.5 The Planning and Development Department shall maintain and update for planning and permitting purposes, a series of GIS data layers and maps depicting recorded archaeological sites, historic districts and local landmarks.

Adaptation Action Area (AAA)

Approximately 7.92 acres located at the northwestern and northeastern areas of the amendment site are within the AAA. The AAA boundary is a designation in the City's 2045 Comprehensive Plan which identifies areas that experience coastal flooding due to extreme high tides and storm surge, and that is vulnerable to the related impacts of rising sea levels for the purpose of prioritizing funding for infrastructure needs and adaptation planning. The AAA is defined as those areas within the projected limit of the Category 3 storm surge zone, those connected areas of the 100-year and 500-year Flood Zone, and additional areas determined through detailed flood analysis.

The applicant is encouraged to consider site design measures, such as clustering development away from the AAA, to protect development from the impacts of flooding.

Conservation/Coastal Management Element

Policy 13.1.2 The City shall recognize existing regulations, programs and policies that overlap with the AAA and that are currently in place to limit public investment and address appropriate development and redevelopment practices related to flooding. These regulations, programs and policies include but are not limited to the floodplain management ordinance, CHHA policies, the Local Mitigation Strategy and the Post Disaster Redevelopment Plan and shall only be applied in cases where such regulation would otherwise apply to a development or redevelopment project.

Policy 13.3.1 The City shall consider the implications of the AAA when reviewing changes to the use, intensity and density of land lying within the AAA.

Policy 13.3.6 In order to guide development away from the Adaptation Action Area (AAA) towards areas that are already high, dry, and connected, the Planning and Development Department shall explore the feasibility of offering density bonuses, transfers of development rights, clustering development entitlements, or other strategies to limit new development within the AAA or environmentally sensitive or special flood hazard areas, or as an incentive for a development's use of low impact development stormwater solutions.

Coastal High Hazard Area (CHHA)

Approximately 4.75 acres located within the northwestern and northeastern of the subject site are within a Coastal High Hazard Area (CHHA), as defined by Sections 163.3178(2)(h) and 163.3164(1), Florida Statutes. The Coastal High Hazard Area (CHHA) is the area below the elevation of the Category 1 storm surge line as established by the Sea, Lake, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model as established by the most current Northeast Florida Hurricane Evacuation Study. It is shown on The Coastal High Hazard Areas (CHHA) Map (2021) and Hurricane Evacuation Zones Map.

The area is also located within the Category II wetlands as well as the AE-Floodway and AE Flood Zones. The flood zones are associated with Rushing Branch stream which drains into Dunn Creek. A portion of the CHHA of the land use amendment is to be placed in the Conservation (CSV) land use category, thereby limiting commercial and residential development.

Conservation/Coastal Management Element

Policy 7.2.3 In the event that the Chief of Emergency Preparedness determines that the shortage of shelter space requires mitigation, then policies 7.2.5, 7.2.6 and 7.2.7 shall apply.

Policy 7.2.5 The City shall require that all new development located in the Coastal High Hazard Area in land use categories that permit residential density greater than Low Density Residential shall contribute to the cost of emergency shelter space in existing school sites.

Policy 7.2.6 For purposes of determining an owner's assessment for the cost of emergency shelter space in new and existing school sites and community centers, the City shall use a quantitative formula where:

A equals the total number of residential units proposed;

B equals number of persons per household; and

C equals average cost to retrofit one shelter space;

D owners assessment

$A \times B \times C = D$ Owner's Assessment

Policy 7.2.7 The City shall use the most recent U.S. Census data related to average household size, population in households and households. In calculating the assessment owed, the City shall use the full unit count of the proposed development, the county-wide average household size from the U. S. Census, and the average shelter retrofit cost as provided by the City's Emergency Preparedness Division in consultation with the Duval County School District Facilities Services Division. The City shall not allow a reduction of the shelter space required based on assumptions of smaller household sizes than the county-wide census data or reduced uses of public shelters for certain developments. These

factors shall be updated as warranted by the City to ensure accuracy of costs and population factors.

The City will continue to enforce building standards and requirements to minimize structural damage to property in hazardous coastal areas. Future City expenditures for infrastructure improvements will be limited to meeting the needs of existing residents and resource protection. Land use decisions will direct new development to areas outside of hazardous coastal areas.

Objective 7.4 Limit development density and intensity within the Coastal High Hazard Area (CHHA) and direct it outside of the CHHA and mitigate the impact of natural hazards in the area.

Policy 7.4.8 The City shall promote, in instances where a proposed project is located within the CHHA, the clustering of uses. Such clustering will be used to limit the acreage within the CHHA that will be affected by the proposed development and will serve to limit the amount of infrastructure provided within the CHHA. To demonstrate compliance with the clustering concept identified in this policy, proposed site plans may be required to include conditions that restrict future development on any other portion of the site within the CHHA and /or place a conservation easement on any remaining wetlands within the CHHA not already proposed for impacts.

Flood Zones

Approximately 1.45 acres is within the AE Flood Zone, 1.70 acres is within the AE Floodway, and 0.89 of an acre is within the 0.2 Percent Chance Annual Hazard Area (X Flood Zone) located in the northwestern and northeastern portion of the application site. Flood zone designations are assigned by the Federal Emergency Management Agency (FEMA). FEMA defines the various flooding characteristics of different lands based on a 100-year storm. The 100-year storm or Special Flood Hazard Area (SFHA) refers to a flood occurring from a storm event that happens an average of every 100 years. This does not mean that a storm of this type will happen every 100 years. There is a 1-percent chance that a storm of this magnitude will occur in any given year. Any development within the floodplain will be required to comply with Chapter 652, the Floodplain Management Ordinance.

AE Flood Zones are areas within the 100-year floodplain or SFHA where flood insurance is mandatory.

AE Floodways are areas within the 100-year floodplain or SFHA where flood insurance is mandatory if construction is allowed within the floodway. Areas located within AE Floodway zones should be left intact as construction and filling within these areas is severely restricted.

The 0.2 PCT Annual Chance Flood Hazard area is within the 500-year floodplain and outside of the SFHA. Flood insurance is not mandatory within these flood zones. The areas are deemed to be subject to moderate flood hazards.

The floodway and flood zones are associated with Rushing Branch stream which drains into Dunn Creek.

Conservation /Coastal Management Element (CCME)

Policy 2.6.1 The City shall continue to define the surface hydrology of the area to determine flood plain vulnerability and sensitivity and will determine appropriate protection measures.

Policy 2.6.3 The City shall protect appropriate floodplain areas for the public benefit and restore degraded floodplain areas by:

- A. Land acquisition or conservation easement acquisition;
- B. Regulation, including setbacks, buffer zones, designated wildlife corridors, low density zoning, performance standards and open space requirements; and
- C. Incentives, including tax benefits and transfer of development rights.

Policy 13.7.10 The City has adopted and shall maintain a floodplain management ordinance that establishes engineering requirements to safeguard the public health, safety, and general welfare and minimizes public and private losses due to flooding through regulation and development of flood hazard areas. The ordinance shall include development and redevelopment regulations that:

- A. Minimize unnecessary disruption of commerce, access and public service during times of flooding;
- B. Require the use of construction practices that will prevent or minimize future flood damage;
- C. Manage filling, grading, dredging, mining, paving, excavation, drilling operations, storage of equipment or materials, and other development which may increase flood damage or erosion potential;
- D. Manage the alteration of flood hazard areas, watercourses, and shorelines to minimize the impact of development on the natural and beneficial functions of the floodplain;
- E. Minimize damage to public and private facilities and utilities;
- F. Help maintain a stable tax base by providing for the sound use and development of flood hazard areas;

- G. Minimize the need for future expenditure of public funds for flood control projects and response to and recovery from flood events; and
- H. Meet the requirements of the National Flood Insurance Program for community participation as set forth in the Title 44 Code of Federal Regulations, Section 59.22.

Wetlands

Review of the City’s GIS and the applicant’s survey indicates the existence of wetlands on the subject site and as such, the location, size, quality and functional value of all wetlands located within the boundaries of the application site have been identified below. A portion of the Category I and Category II wetlands will be placed in the Conservation (CSV) land use category. Based on the information noted below, the proposed amendment is consistent with the Conservation/Coastal Management Element (CCME) wetlands policies.

Wetlands Characteristics:

Approximate Size: 0.56 of an acre: Category I Wetlands
 1.62 acres: Category II Wetlands
 0.13 of an acre: Category III Wetlands

General Location(s): Category I wetlands and Category II wetlands in the northwestern and northeastern portion of the application site buffers Rushing Branch stream located north of the project site. The small, isolated Category III wetland pocket found in the southeastern area of the subject site is manmade by excavation down into the high water table. Since the application site was once used for pasture, the excavation to the high water table may have been used as a livestock watering facility.

Quality/Functional Value: Category I wetland is a salt marsh which has an extremely high functional value due to its water filtration attenuation of coastal waters and reduction of storm surge in coastal high hazard areas during cataclysmic coastal storms. They are associated with the AE Flood Zone and have a direct impact on the City’s waterways.

The Category II wetlands have an extremely high functional value for water filtration attenuation and flood water capacity, are located within the 100-year AE Flood Zone and the adjacent salt marsh and have a direct impact on the City’s waterways.

The Category III wetlands, artificially created by excavation down to the high water table, have an extremely low functional value for water filtration attenuation and flood water storage capacity due to its isolation, size, and by site grading. In addition, the wetland pocket has no clear or significant impact on the City's waterways.

Soil Types/
Characteristics:

Category I Wetland Soils

(68) Tisonia mucky peat – The Tisonia series consists of nearly level, very poorly drained, organic soils. These soils formed from nonwoody, halophytic plant remains underlain by fine textured sediments. They are in tidal marshes. The soil is very slowly permeable. The high water table generally is at or near the surface, and areas are flooded twice daily by fluctuating tides for very brief periods.

Category II Wetland Soils

(40) Maurepas muck, frequently flooded – The Maurepas series consists of nearly level, very poorly drained, organic soils formed in decomposed organic materials. These soils are located in flood plains and are influenced by tidal action. The soil is rapidly permeable. The high water table generally is at or near the surface, and areas are subject to frequent flooding for brief periods.

(62) Rutlege mucky fine sand, 0 to 2% slopes, frequently flooded – The Rutlege series consists of nearly level, very poorly drained, sandy soils. They formed in thick sandy marine sediments. They are on flood plains. The soil is rapidly permeable. The high water table generally is at or near the surface, and areas are subject to frequent flooding for brief periods

Category III Wetland Soils

(24) Hurricane and Ridgewood soils and

(46) Ortega fine sand – these are not wetland soils. This small, isolated wetland was created by excavation down to the high water.

Wetland Category: Categories I, II, and III.

Consistency of Permitted Uses: Category I and II Wetlands: Uses permitted subject to the limitations of CCME Policy 4.1.5 shown below – conservation uses permitted. The small, created Category III Wetland has very little functional value. Therefore, wetland policies do not apply.

Environmental Resource Permit (ERP): According to the St. Johns River Water Management District web site, no application has been submitted for a Wetland Boundary Determination and/or an Environmental Resource Permit.

Wetlands Impact: None proposed for the Category I and II wetlands that are to be placed in the Conservation (CSV) land use category. According to the PUD site plan, these areas and the areas within the flood zones are proposed as conservation easements. The created Category III wetland is to be eliminated.

Associated Impacts: The Category I and II wetland areas coincide with the AE Flood Zone, the Adaptation Action Area (AAA), and the Coastal High Hazard Area.

Relevant Policies: CCME Policies 4.1.3 and 4.1.5

CCME Policy 4.1.3

The following performance standards shall apply to all development, except public utilities and roadways, permitted within Category I, II, and III wetlands:

- (a) Encroachment
Encroachment in Category I, II, or III wetlands is the least damaging and no practicable on-site alternative exists; and
- (b) No net loss
Development is designed and located in such a manner that there is no net loss to the wetland functions including but not limited to:
 - i the habitat of fish, wildlife and threatened or endangered species,
 - ii the abundance and diversity of fish, wildlife and threatened or endangered species,
 - iii the food sources of fish and wildlife including those which are threatened or endangered,
 - iv the water quality of the wetland, and
 - v the flood storage and flood conveyance capabilities of the wetland; and

- (c) Floodplain protection
Buildings are built at an elevation of sufficient height to meet the designated flood zone standards as set forth by the Federal Emergency Management Agency. The design must be in conformance with Chapter 652 (Floodplain Regulations) of the Ordinance Code; and
- (d) Stormwater quality
In the design and review of developments which will discharge stormwater into the Category I, II, or III wetlands the following performance standards shall be used to protect water quality:
 - i Issuance of a Management and Storage of Surface Waters permit pursuant to Chapter 40C-4 or 40C-40, F.A.C. or a stormwater permit issued pursuant to Chapter 40C-42, F.A.C., provides assurances necessary for compliance with subsections (i) - (iv) above provided the stormwater management system is constructed in accordance with the permit; and
 - ii Regular monitoring and maintenance program on an annual basis for the performance of stormwater treatment systems
- (e) Septic tanks
Septic tanks, drainfields and/or greywater systems are located outside the Category I, II, or III wetland area and not within 75 feet of the mean high water line of tidal bodies or within 75 feet of any wetland unless the Duval County Health Department grants a variance for a hardship case pursuant to the provisions of Section 381.0065, F.S. Where public utilities are available, development is required to connect to these facilities; and
- (f) Hydrology
The design of the fill shall include measures to maintain the wetlands hydrology of the site.

CCME Policy 4.1.5

The permitted uses within Category I and II wetlands shall be limited to the following land uses and associated standards, provided such use is consistent with the Future Land Use Map series (FLUMs):

- (1) Conservation uses, provided the following standards are met:
 - (a) Dredge and fill
Dredging or filling of the Category I and II wetlands shall not exceed more than 5% of the wetlands on-site; and
 - (b) Vegetation
For Category I wetlands:

All native vegetation outside the development area is maintained in its natural state

For Category II wetlands:

No more than 10% of the arial extent of the vegetation outside the development area may be altered or removed; and

(2) Residential uses, provided the following standards are met:

(a) Density/Dredge and fill

Where lots, except for lots of record as defined in the Future Land Use Element, are located totally within the wetlands:

- i density shall not exceed one (1) dwelling unit per five (5) acres; and
- ii buildings shall be clustered together to the maximum extent practicable; and
- iii dredging or filling shall not exceed 5% of the wetlands on-site; and

(b) Vegetation

For Category I wetlands:

All native vegetation outside the development area is maintained in its natural state

For Category II wetlands:

No more than 10% of the arial extent of the vegetation outside the development area may be altered or removed; and

(3) Water-dependent and water-related uses, provided the following standards are met:

(a) Vegetation

For Category I wetlands:

All native vegetation outside the development area is maintained in its natural state

For Category II wetlands:

No more than 10% of the arial extent of the vegetation outside the development area may be altered or removed; and

(b) Boat facilities siting and operation

Boat facilities are further subject to Objectives 10.1, 10.2, 10.3, 10.5 and 10.6 and their related policies of this element.

(4) Access to a permitted use, subject to the requirements of (a), (b), and (f) as

noted in the performance standards outlined in Policy 4.1.3 above.

- (5) Any use which can be shown to be clearly in the public interest, subject to the requirements of (a), (b), (d) and (f) as noted in the performance standards outlined in Policy 4.1.3 above.
- (6) For Category II wetlands only, silvicultural uses are allowed, provided the following standards are met:

Best Management Practices: Silviculture

Such activities are conducted in compliance with the provisions of the "Silvicultural Best Management Practices Manual", as may be amended, published by the Florida Division of Forestry, Department of Agriculture and Consumer Services.

Evacuation Zone

The subject site is within Evacuation Zones A and D. As such, the land use application was routed to the City's Emergency Preparedness Division (EPD) for review and comment. EPD was provided with the land use application and the development potential of the proposed land use amendment change. Per EPD's response, it was determined that the impact of the subject small scale land use amendment on countywide evacuation timing would be negligible. Their response is provided below.

EPD Response: The Emergency Preparedness Division has reviewed and determined Land Use Amendment L-6072-25C to have a minimal impact on Duval County evacuation clearance time based on the surrounding evacuation Zone A, Zone C, and Zone D, nearest evacuation route along Alta Drive to I-295 (1.22 road miles), and the estimated 369 new daily trips generated by the proposed rezoning of 29.87 acres from Low Density Residential (LDR) to 27.47 acres of Light Industrial (LI) use and 2.40 acres of Conservation (CSV).

Site design techniques that minimize disruption to existing traffic flow are encouraged. Any development should incorporate appropriate mitigation techniques to reduce flood vulnerability and minimize impacts to the floodplain.

Conservation /Coastal Management Element (CCME)

Policy 7.1.6 The City shall not amend the Future Land Use Element or the Future Land Use Map series unless; the requested change can be determined to not exceed the established hurricane evacuation times; the requested change is for a lower density; or the requested change for increased density provides adequate remedies to reduce impacts on hurricane evacuation times which exceed the acceptable standard.

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning Department on January 2, 2026, the required notices of public hearing signs were posted. Forty-one (41) notices were mailed out to adjoining property owners informing them of the proposed land use change and pertinent public hearing and meeting dates.

The Citizen Information Meeting was held on January 20, 2026. No members of the public attended to speak on this amendment.

CONSISTENCY EVALUATION

Consistency with 2045 Comprehensive Plan Goals, Objectives and Policies

Future Land Use Element (FLUE)

Development Area

Suburban Area (SA): The SA is the third tier Development Area and generally corresponds with the urbanizing portions of the City in areas that have usually been developed after consolidation. Development should generally continue at low densities with medium density development at major corridor intersections and transit stations. Development at these locations should promote a compact and interconnected land development form and is therefore encouraged to employ urban development characteristics as defined in this Plan.

- Goal 1 To ensure that the character and location of land uses optimize the combined potentials for economic benefit, enjoyment, wellness and protection of natural resources, while minimizing the threat to health, safety and welfare posed by hazards, nuisances, incompatible land uses and environmental degradation.
- Objective 1.1 Ensure that the type, rate, and distribution of growth in the City results in compact and compatible land use patterns, an increasingly efficient urban service delivery system and discourages proliferation of urban sprawl through implementation of regulatory programs, intergovernmental coordination mechanisms, and public/private coordination.
- Policy 1.1.9 Promote the use of Planned Unit Developments (PUD) zoning districts, cluster developments, and other innovative site planning and smart growth techniques in order to allow for appropriate combinations of complementary land uses, densities and intensities consistent with the underlying land use category or site-specific policy, and innovation in site planning and design, subject to the standards of this element and all applicable local, regional, State and federal regulations. These techniques should consider the following criteria in determining uses, densities, intensities, and site design:

- Potential for the development of blighting or other negative influences on abutting properties
- Traffic Impacts
- Site Access
- Transition of densities and comparison of percentage increase in density above average density of abutting developed properties
- Configuration and orientation of the property
- Natural or man-made buffers and boundaries
- Height of development
- Bulk and scale of development
- Building orientation
- Site layout
- Parking layout
- Opportunities for physical activity, active living, social connection, and access to healthy food

Policy 1.1.21 Rezoning and amendments to the Future Land Use Map series (FLUMs) shall include consideration of their potential to further the goal of meeting or exceeding the amount of land required to accommodate anticipated growth and the projected population and to allow for the operation of real estate markets to provide adequate choices for permanent and seasonal residents and business with the intent that this balance of uses shall:

- A. Foster vibrant, viable communities and economic development opportunities;
- B. Address outdated development patterns; and/or
- C. Provide sufficient land for future uses that allow for the operation of real estate markets to provide adequate choices for permanent and seasonal residents and businesses and is not limited solely by the projected population.

The projected growth needs and population projections must be based on relevant and appropriate data which is collected pursuant to a professionally acceptable methodology. In considering the growth needs and the allocation of land, the City shall also evaluate land use need based on the characteristics and land development pattern of localized areas. Land use need identifiers include but may not be limited to, proximity to compatible uses, development scale, site limitations, and the likelihood of furthering growth management and mobility goals.

Policy 1.1.22 Future development orders, development permits and plan amendments shall maintain compact and compatible land use patterns, maintain an increasingly efficient urban service delivery system and

discourage urban sprawl as described in the Development Areas and the Plan Category Descriptions of the Operative Provisions.

- Objective 1.5 Maintain, enhance and conserve natural and environmental resources, especially coastal resources.
- Policy 1.5.10 In accordance with the Conservation/Coastal Management Element, the City shall encourage environmentally sensitive areas to be placed in a Conservation land use category, Conservation zoning district, and/or conservation easement.
- Goal 3 To achieve a well-balanced and organized combination of residential, non-residential, recreational and public uses served by a convenient and efficient transportation network, while protecting and preserving the fabric and character of the City's neighborhoods and enhancing the viability of non-residential areas.
- Objective 3.2 Promote and sustain the viability of existing and emerging commercial and industrial areas in order to achieve an integrated land use fabric which will offer a full range of employment, shopping, and leisure opportunities to support the City's residential areas.
- Policy 3.2.1 The City shall encourage development of commercial and light/service industrial uses in the form of nodes, corridor development, centers or parks.

Property Rights Element

- Goal 1 The City will recognize and respect judicially acknowledged and constitutionally protected private property rights in accordance with the Community Planning Act established in Chapter 163, Florida Statutes.
- Objective 1.1 Local decision making shall be implemented and applied with sensitivity for private property rights and shall not be unduly restrictive.
- Policy 1.1.1 The City will ensure that private property rights are considered in local decision making.
- Policy 1.1.2 The following rights shall be considered in local decision making:
1. The right of a property owner to physically possess and control his or her interests in the property, including easements, leases, or mineral rights.
 2. The right of a property owner to use, maintain, develop, and improve his or her property for personal use or for the use of any other person, subject to state law and local ordinances.

3. The right of the property owner to privacy and to exclude others from the property to protect the owner's possessions and property.

4. The right of a property owner to dispose of his or her property through sale or gift.

According to the Future Land Use Element (FLUE), Low Density Residential (LDR) in the Suburban Development Area is intended to provide for low density residential development. Generally, single-family detached housing should be the predominant development typology in this category. New residential subdivisions in LDR should be designed in such a way as to reduce the number of Vehicle Miles Traveled, and cul-de-sacs should be avoided. The maximum gross density for LDR in the Suburban Area shall be seven (7) units per acre when centralized potable water and wastewater services are available to the site and there shall be no minimum density. The maximum gross density shall be two (2) units per acre and the minimum lot size shall be half an acre when both centralized potable water and wastewater are not available. The maximum gross density shall be four (4) units per acre and the minimum lot size shall be $\frac{1}{4}$ of an acre if either one of centralized potable water or wastewater services are not available.

Light Industrial (LI) is a category which provides for the location of industrial uses that are able to be performed in such a manner as to control the external effects of the process, such as smoke, noise, soot, dirt, vibration, odor, etc. Uses within this category, other than outside storage, shall be conducted within an enclosed building. Generally, light industrial uses involve materials that have previously been prepared, or raw materials that do not need refining. These uses do not create a noticeable amount of noise, dust, odor, smoke, glare or vibration outside of the building or on the site in which the activity takes place. Site access to roads classified as collector or higher on the Highway Functional Classification map is preferred. General uses within LI include light assembly and manufacturing; packaging; manufacturing of paints; enamels and allied products; concrete batching plants; storage/warehousing; distribution; research and development activities; transportation terminals; radio/T.V. studios; transmission and relay towers; yard waste composting; recycling facilities; offices; medical clinics; medical clinics; veterinary offices; and vocational/trade schools and building trade contractors.

Conservation (CSV) land areas are areas with valuable environmental resources, such as sensitive vegetation, high value habitat, wetlands, high aquifer recharge potential, carbon sinks and unique coastal areas. Some resource systems are highly sensitive and easily destroyed by indiscriminate human activity. These will be protected through public or private nonprofit ownership and management over time. The Conservation category depicted on the FLUMs includes areas that are protected through public or private nonprofit ownership and management. Development potential in these areas is generally limited to open space, resources and recreational uses.

The applicant seeks the amendment to permit light industrial and secondary commercial uses. The amendment site is buffered from residential uses by Alta Drive and Port Jacksonville Parkway, with Rushing Branch stream to the north and large-scale industrial

development abutting to the east. The proposed amendment would provide new industrial business space on a site that abuts the Industrial Situational Compatibility area and is located approximately 0.5 miles north of I-295, an FDOT Interstate. The site is located at the intersection of two collector roads, and LI designations are preferred in areas which front collector roadways or higher. Additionally, approximately 0.80 miles south of the subject site is a CSX railway, which has resulted in commercial and industrial uses clustering in this area. Thus, the proposed land use amendment would increase the amount of industrial designated land available to further meet the goal of meeting or exceeding the amount of land required to accommodate anticipated growth, consistent with FLUE Policy 1.1.21.

Consistent with Flue Policy 1.1.9, the companion PUD rezoning application also includes site design techniques, such as buffering in the portions of the subject site that are proposed to be designated CSV, causing the uses to cluster along Port Jacksonville Parkway and Alta Drive. The proposed amendment provides a logical extension of the 254-acre tract of land designated LI along Port Jacksonville Parkway. Therefore, the proposed amendment is consistent with FLUE Goals 1 and 3, Objective 1.1 and 3.2, and Policies 1.1.22 and 3.2.1.

Additionally, 2.40 acres in the northeast and northwest portions of the amendment site that consist of Category I and II wetlands will be designated Conservation (CSV), thereby limiting commercial and residential development. This will allow for the preservation of sensitive wetlands as CSV, consistent with FLUE Objective 1.5 and Policy 1.5.10.

The proposed amendment does not hinder the private property rights of the owner of record; has no impact on the right of the property owner to possess or control his or her interest in the property; maintains the owner's ability to use, maintain, develop and improve the property; protects the owner's right to privacy and security; and maintains the ability of the property owner to dispose of the property at their discretion. Therefore, the amendment is consistent with PRE Goal 1, Objective 1.1 and Policies 1.1.1 and 1.1.2.

North Vision Plan (2003)

The application site lies within the boundary of the North Jacksonville Shared Vision and Master Plan. While the Plan does not identify specific recommendations for the subject site, it does recommend infill and redevelopment as a strategy to strengthen existing neighborhoods and provide job opportunities in the district. The proposed land use amendment would allow for the expansion of industrial uses within the area providing opportunities for employment and urban infill.

Strategic Regional Policy Plan

The proposed amendment is consistent with the following Policy of the Northeast Florida Regional Council (NEFRC) Strategic Regional Policy Plan (March 2021), Regional Transportation Element Goal, Objective, and portions of Policy 4:

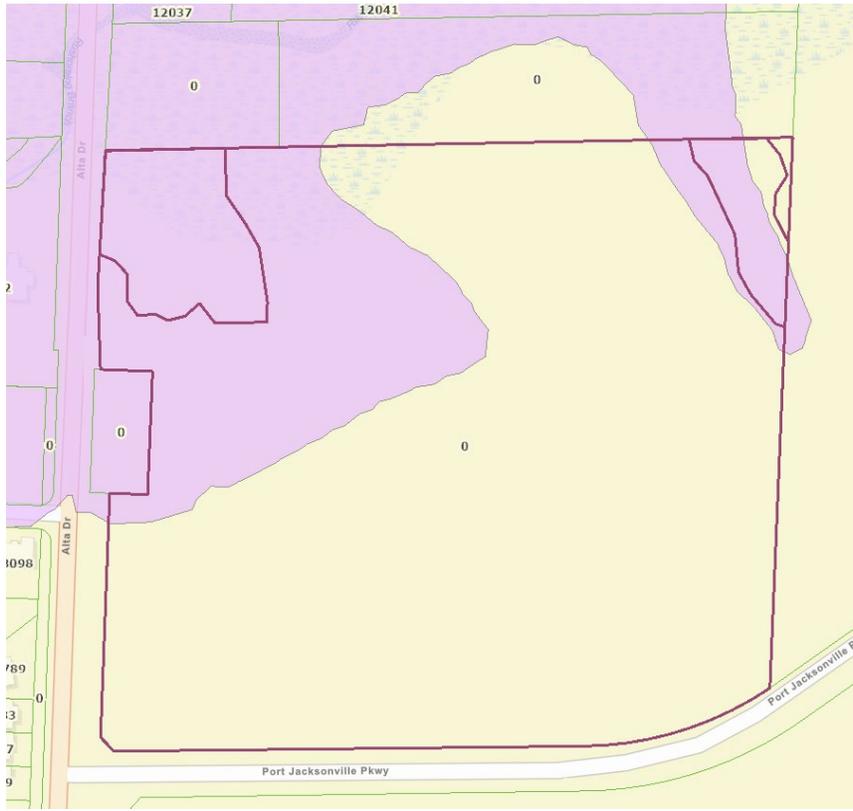
Goal Create efficient connectivity within the Region, and with state, national, and global economies. Include centers of population and jobs that are well-

connected, limit commute times for most residents and provide opportunities for all residents of the region to work if they choose.

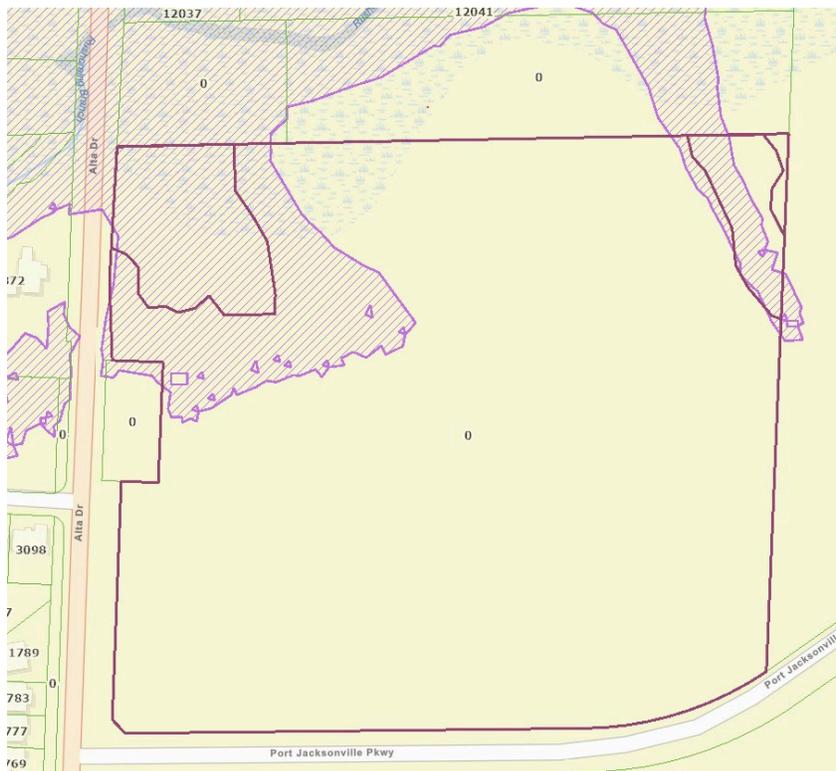
- Policy 4 The Region supports strategies identified by the Regional Community Institute as they worked on First Coast Vision, including:
- Infill and redevelopment.

The proposed amendment would allow for the development of a currently vacant property within the Suburban Area. The proposed amendment would therefore allow for redevelopment of an underutilized property, consistent with Policy 4 of the Strategic Regional Policy Plan.

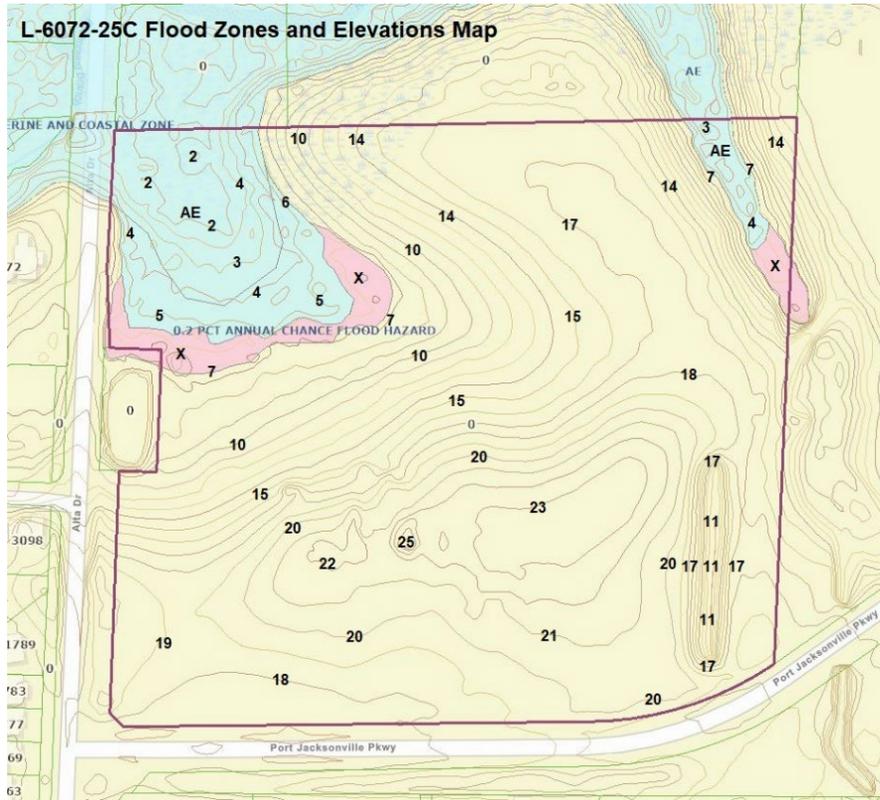
Adaption Action Area (AAA) Map



Coastal High Hazard Area (CHHA) Map



Flood Zones and Elevations Map



Wetlands Map



Current Land Use and Land Utilization Map

